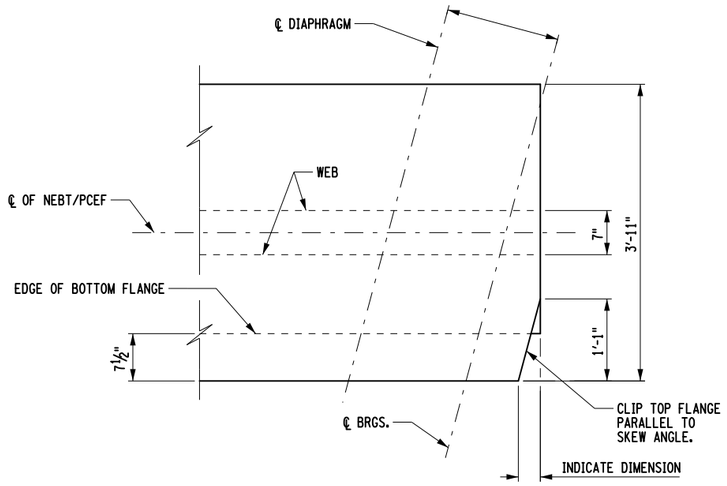
HAUNCH TABLE		℄ OF BRGS. BEGIN. ABUT.	0.1 L1	0.2 L1	0.3 L1	0.4 L1	0.5 L1	0.6 L1	0.7 L1	0.8 L1	0.9 L1	℄ OF BRGS. END ABUT.
BEAM	Ⓐ REQ'D BOTTOM OF SLAB ELEVATION											
	Ⓑ TOP OF BEAM EL. (FIELD MEASURE)											
	Ⓒ = Ⓐ - Ⓑ											
	Ⓓ CONCRETE + S.D.L. DEFLECTION											
	Ⓔ DEPTH OF HAUNCH REQ'D = Ⓒ + Ⓓ (ft)											

NOTE:
THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETED HAUNCH TABLE PRIOR TO SETTING THE BOTTOM FRAMEWORK OF THE DECK.

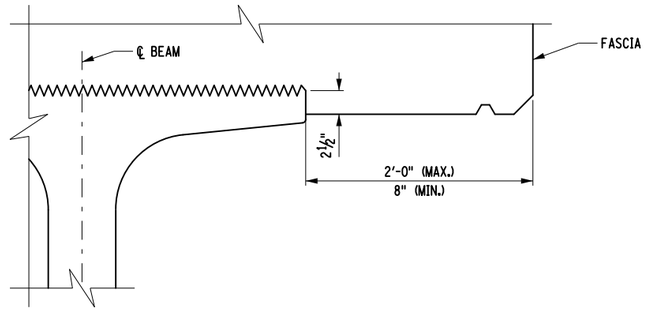
CAMBER TABLE (MID-SPAN)		
CAMBER DUE TO PRESTRESSED FORCE AND BEAM DEADLOAD AT TRANSFER	↑	
CAMBER DUE TO PRESTRESSED FORCE AND BEAM DEADLOAD WITH GROWTH *	↑	
DEFLECTION DUE TO SLAB DEAD LOAD	↓	
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD	↓	

* CAMBER GROWTH IS ASSUMED TO BE 50% OF THE CAMBER AT TRANSFER.

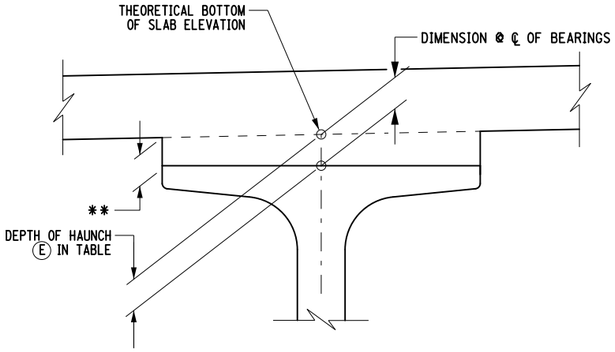
DESIGN LOAD TABLE			
	UNIT	REACT. AT ABUTMENT (kips)	MAX. MOM. MIDSPAN (k-ft.)
D.L.	BEAM		
	DIAPHRAGMS		
	SLAB		
	S.I.P FORMS		
	UTILITIES		
S.D.L.	SIDEWALK		
	RAILINGS		
	FUTURE W.S.		
L.L.	HL-93		
	NYSDOT P.V.		



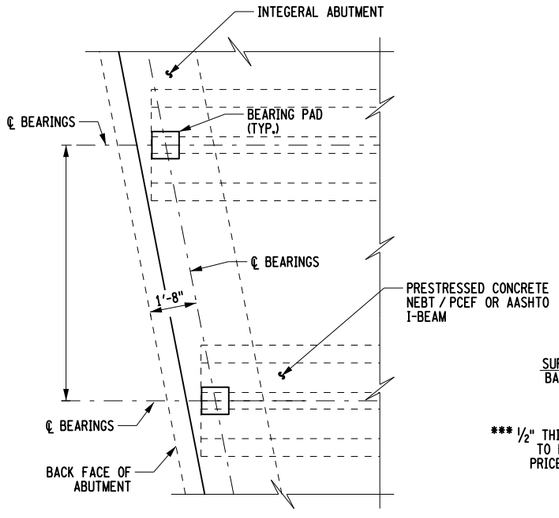
OPTIONAL FLANGE CLIPPING DETAIL

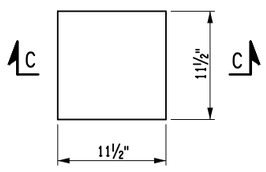


SLAB OVERHANG AT FASCIA BEAM

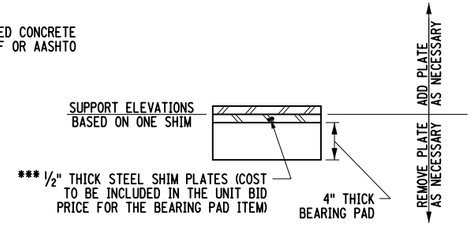


TYPICAL HAUNCH DETAIL
(NEBT SHOWN, PCEF AND ASHTO I BEAM SIMILAR)





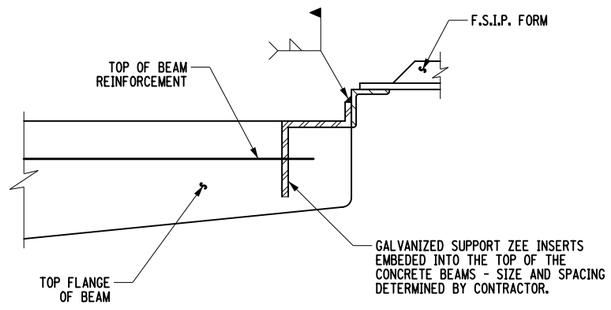
BEARING PAD PLAN



SECTION C-C

BEARING PAD PLACEMENT AND SHIM PLATE DETAIL (INTEGRAL ABUTMENTS)

*** STEEL SHIM PLATES SHALL BE PROVIDED FOR TYPE D BEAMS TO ALLOW FOR ADJUSTMENTS IN THE FIELD IF NECESSARY TO OBTAIN THE REQUIRED ELEVATIONS.



SAMPLE STAY IN PLACE FORM ATTACHMENT DETAIL

DESIGNER NOTES:

DESIGNER SHALL PROVIDE COMPLETE HAUNCH TABLES, CAMBER TABLES, AND DESIGN LOAD TABLES.

FOR FORM NOTES AND DETAILS, SEE BD-SS8E.

** USE MINIMUM 2" FOR FOR SPANS < 100'. FOR SPANS >100', USE 2½" MINIMUM.

FOR SUPERSTRUCTURE WITH HIGH CROSS SLOPE, THE TOP FLANGE WIDTH ON NEBT OR PCEF BEAMS MAY BE LESSENED TO 3" TO MINIMIZE THE HAUNCH DEPTH.

THE SHIM PLATE DETAILS SHOWN ON THIS DRAWING SHALL BE USED FOR BEAMS WITHOUT OVERLAYS.

NOTES:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE FSIP FORM SEAT AND WELD.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE CONCRETE LAITANCE FROM THE ATTACHED PLATE BEFORE INSTALLING THE FSIP FORMS.

REVISED	NEW YORK STATE OF OPPORTUNITY.	Department of Transportation Office of Structures
	PRESTRESSED CONCRETE NEBT / PCEF / AASHTO I-BEAM MISCELLANEOUS DETAILS	
ERRATA	APPROVED: 02/17/17 ORIGINAL SIGNED BY RICHARD MARCHIONE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)	ISSUED UNDER EB 17-010 EFFECTIVE WITH THE LETTING OF 09/01/17

FILE NAME = BD-PC29E.dgn
DATE/TIME = 28-FEB-2017 10:22